

## AMENDMENTS TO THE CLAIMS

Please replace the claims, including all prior versions, with the listing of claims below.

### Listing of Claims:

1. (Currently amended) A Method for controlling an internal combustion engine with an intake duct, at least one cylinder, an exhaust gas duct (40) and inlet and exhaust valves (32, 38), assigned to the at least one cylinder (26), comprising which for calculation of calculating a fresh air mass (MAF) flowing into the at least one cylinder up to a first critical value (P1) of the induction manifold pressure (MAP) which is proportional to the induction manifold intake pressure, and as of a second critical value (P2) of the induction manifold pressure which is proportional to the induction manifold intake pressure plus an air mass constant (OFF2), and which runs non-linearly in a transitional area between the two critical values for the induction manifold pressure.
2. (Currently amended) The Method according to Claim 1, ~~characterized in that~~ for wherein for the transitional area, the in-flowing air mass additionally becomes dependent on the a quotient of the induction manifold pressure and exhaust gas back pressure.
3. (Currently amended) The Method according to Claim 2, ~~characterized in that wherein~~ the value dependent on the quotient is multiplied by a factor dependent on the speed (56) and the valve overlap (66).
4. (Currently amended) The Method according to ~~one of Claims 1 to 3, characterized in that~~ Claim 3, wherein for the transitional area, the in-flowing mass air is determined as a function of valve overlap and engine speed.
5. (Currently amended) The Method according to ~~one of Claims 1 to 4, characterized in that~~ Claim 4, wherein the a proportionality factor between the in-flowing fresh air mass and the induction manifold pressure is dependent on the speed and/or the position of the a crankshaft when the inlet valve (ES) is closed.

6. (Currently amended) The mMethod according to ~~one of Claims 1 to 5, characterized in that~~Claim 5, wherein the air mass constant has a first constant ( $\eta_{101}$ ), the value of which depends on the speed ( $N$ ) and a value for the valve overlap ( $VO$ ).
7. (Currently amended) The Mmethod according to Claim 6, ~~characterized in that~~wherein the air mass constant has a second constant ( $\eta_{102}$ ), the value of which depends on the speed ( $N$ ) and the position of the crankshaft when the exhaust valves ( $AS$ ) are closed.
8. (Currently amended) The Mmethod according to ~~one of Claims 1 to 7, characterized in that~~Claim 7, wherein for the fresh air mass ( $MAF$ ) flowing into the cylinder, a pressure loss dependent on the speed of flow in the induction manifold is ~~additionally~~ taken into account.
9. (Currently amended) The Mmethod according to Claim 8, ~~characterized in that~~wherein the pressure loss dependent on the speed of flow is determined as a function of one or more variables stored in the control devices.